

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.
THE APPRAISAL OF CONTENT IS TENTATIVE.
(FOR KEY SEE REVERSE)

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1. General

- a. The Hungarian-Soviet Shipping Company (Magyar-Szovjet Hajózási Rész-
venytársaság, abbreviation: Meszhart) is subordinate to the shipping
department of the Hungarian Ministry of Mail and Communications.
- b. Chief of this department is ~~Dez~~ Jordán, Ministerial Counsellor,

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- c. In June 1953 Meszhart had its headquarters at Apáczai Csere János
utca 11, in Budapest.

2. Leading Personnel

- a. Director-General: Pavel Krutikov, a Soviet citizen.

25X1

He is rarely seen in the headquarters, and often does not appear until
the late afternoon after everyone has gone.

- b. Deputy Director-General: Lajos Pataki.

Pataki

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is the highest political controller of Meszhart.

- c. Director and Chief of the shipping lines: Ferenc Haarer

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- 2 -

d. Deputy Chief of the shipping lines: Ernő Legény, [redacted]

[redacted] He is one of the Director-General's confidants.

25X1

e. Chief of Personnel: József Kovács, [redacted]

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f. Party Secretary of Meszhart is Géza Nagy, [redacted]

[redacted] He speaks fluent Russian and is
adviser to the Director-General. [redacted]

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g. The official in charge of passports at Meszhart is Lajos Grob. [redacted]

25X1

3. Ships

Of the ships owned by Meszhart, the following are known:

a. Danube Ships:

- 1.) TISZA 800 brt (gross registered tons)
- 2.) BUDAPEST 1000 brt (gross registered tons)
- 3.) DEBRECEN 1600 brt (gross registered tons)
- 4.) SZEGED 1600 brt (gross registered tons)

These ships are propelled by Diesel engines. The SZEGED and the DEBRECEN each have engines of 800 hp (Continental rating) and the TISZA and BUDAPEST each have engines of 460 hp (C.R.)

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25X1

- 3 -

c. The following tugs are known:

- 1.) KÉKES 800 hp (Cont. rating), steam tug, w. crew of 21
- 2.) KAZAN 800 hp " " " " " 21
- 3.) TÖHÖTÖM 800 hp " " " " " 21
- 4.) BIHAR 800 hp " " " " " 21
- 5.) HALADÁS 650 hp " oil-fired, screw-propelled tug,
former Rumanian ship TURNU SEVERIN.
- 6.) CSERHALOM 600 hp (Cont. rating), coal-fired paddle tug,
formerly owned by the DDSG.
- 7.) SZIGLIGET 450 hp (Cont. rating), coal-fired paddle tug,
formerly owned by Mefter, has a
crew of 19.
- 8.) TIHANY 450 hp (Cont. rating) coal-fired paddle tug,
formerly owned by the Mefter, has
a crew of 19.
- 9.) KELET 300 hp (Cont. rating) coal-fired paddle tug,
old craft of the DGT (Dunagőzhajó-
zási Tarsaság - Danube Steam-Shipping
Co.) has a crew of 19.
- 10.) BÉKE 650 hp (Cont. rating) coal-fired paddle tug,
formerly in private ownership, with
crew of 21.
- 11.) ELŐD 800 hp (Cont. rating) coal-fired paddle tug,
formerly in private ownership, with
crew of 21.
- 12.) STEFÁNIA 400 hp (Cont. rating) coal-fired paddle tug,
with crew of 15.
- 13.) IPOLY light tug, cap. 110 hp (Cont. rating), coal-fired,
at present operating on the River Tisza.
- 14.) CSABA light tug, cap. 110 hp (Cont. rating), coal-fired, at
present operating on the River Tisza.
- 15.) SAJO screw-propelled tug, cap. 220 hp (Cont. rating), at
present operating on the River Tisza.
- 16.) RÁBA screw-propelled tug, cap. 220 hp (Cont. rating), at
present operating on the River Tisza.
- 17.) SZÉCHÉNY modern motor tug of 1200 hp (Cont. rating), with
electric drive, crew of 16.
- 18.) BAROSS modern motor tug of 1200 hp (Cont. rating), with
electric drive, crew of 16.
- 19.) BUDA 800 hp (Cont. rating) oil engine, screw-propelled
tug of modern construction, can take a load of
about 500 tons itself.
- 20.) MAGYAR 800 hp (Cont. rating) oil engine; screw-propelled
tug of modern construction, can take a load of
about 500 tons itself.
- 21.) ETEL 800 hp (Cont. rating) oil engine, screw-propelled
tug of modern construction; can take a load of
about 500 tons itself.

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- 4 -

25X1

- 22.) HUNOR 800 hp (Cont. rating) oil engine, screw-propelled tug of modern construction; can take a load of about 500 tons itself.
- 23.) LEHEL 800 hp (Cont. rating) oil engine; screw-propelled tug of modern construction; can take a load of 500 tons itself.
- 24.) GYOR 800 hp (Cont. rating) modern motor tug, with crew of 21, formerly the property of Mefter.
- 25.) MOHACS 800 hp (Cont. rating) modern motor tug, with crew of 21, formerly the property of Mefter.
- 26.) ESZTERGOM 800 hp (Cont. rating) modern motor tug, with crew of 21, formerly the property of Mefter.

d. Apart from the above, there are 10 Soviet tugs, the names of which are not known.

4. Meszhart Transports

The Meszhart ship services operate between Vienna - Budapest - Reni - Izmail.

- a. Bauxite is loaded in Adony, Komarom and Csepel and unloaded in Reni and Izmail.
- b. Oil is loaded in Szony, Csepel and Almasfuzito and shipped to Reni.
- c. Tarred paste-board (roofing?) is loaded at Csepel, destined for Reni.
- d. Iron ware, machines and motor vehicles are loaded at Csepel and shipped to Izmail.
- e. Iron ore is loaded in Izmail and Reni for destinations Csepel and Komarom.
- f. Wool and cotton are loaded in Izmail for shipment to Csepel.
- g. Coal from Mohacs, Tata and Komarom is unloaded in Vienna.
- h. Foodstuffs are loaded at Csepel and shipped to Vienna, Reni and Izmail.

5. Transports from and to the Soviet Union:

- a. In the Free Port of Csepel the following goods are transloaded either arriving from or departing for the Soviet Union:
 - 1.) Bauxite (in the 1st dock)
 - 2.) Iron ore (in the 1st dock)
 - 3.) Piece goods (in the 1st or 2nd dock)
 - 4.) Fuel for heating.
- b. The bauxite comes from Nyirad and arrives in Csepel, where it is transloaded from the railway cars onto barges to be towed by the tugs KELET, SAJO and STEFANIA for onward conveyance to Mohacs. The transloading is organized in such a way that one tug leaves for Mohacs every other day. About 36 barges, each with a capacity of 100 carloads, ply backwards and forwards between Csepel and Izmail. The tug BIHAR then tows the barges from Mohacs to Turnu-Severin, where Rumanian or Soviet tugs take over the barges for onward conveyance to Izmail. While the bauxite is being transloaded Soviet experts make continual quality checks, deducting 4 - 8 metric centners from the gross weight of the bauxite, according to the degree of humidity.

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25X1

- 5 -

- c. In the 1st dock iron ore from the Soviet Union is loaded onto freight cars for onward transport to Diósgyőr or Czd.
 - d. Opposite the loading yard for bauxite and iron ore in the 1st dock there is the transloading yard for piece goods from the Soviet Union. These goods consist of machines and packed cases. Their unloading is supervised by Soviet officials. The goods are then passed on to the Hungarian officials, who frequently complain of bad quality and other shortcomings.
 - e. In the 2nd dock the loading of the greater part of the piece goods for the Soviet Union takes place. These mainly consist of agricultural machinery, medicaments, foodstuffs, electric machinery, etc., produced by Hungarian industry. The daily loading average is about 1 barge with a capacity of 100 carloads.
 - f. In the 2nd dock a section is enclosed, segregated and guarded by Soviet soldiers. Here the war material for the Soviet Union is loaded. The loading is done by workmen who are picked by the AVH. The turnover is approximately two barges per week.
 - g. In order to lighten the work of the Csepel docks, goods for the Soviet Union are also loaded at Baja and at Szolnok. This applies mainly to agricultural products.
6. Timber Supplies from Rumania
- Timber from Rumania and Czechoslovakia is unloaded in unknown quantities in the 2nd dock.
7. Salaries of Meszhart Personnel

The following monthly salaries are paid to ship's personnel:

Ship's captain	:	1000 - 1200 forint
First officer	:	800 - 900 "
Second officer	:	700 - 800 "
Engineer 1st Cl.	:	1000 forint
Engineer 2nd Cl.	:	800 "
Engine tender	:	700 "
Pilot (mate?) 1st Cl.	:	800 forint
"	:	2nd Cl.: 700 "
"	:	3rd Cl.: 600 "
Stoker	:	700 "
Sailors	:	500 - 650 "
Bargees	:	650 - 850 "

Apart from the usual deductions, 260 forint are deducted for the food required by the personnel when afloat. Bargees are an exception, as they do their own cooking. The morale on the ships is good as there are few convinced Communists amongst the crews.

Comment: "Carload" applies here to Hungarian railroad tank cars of 15 - 16 tons.

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